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Brandy

are known and asked for
all over the World.

Sole Agents,

H. Price & Co.,

12 Queen's Rd., Central,
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The China Mail.

ESTABLISHED 1845.

D. C. L.
Old Tom Gin.

The most reliable Gin
on this market.

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H. Price & Co.,

12 Queen's Rd., Central,
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No. 12,843.

號七廿月五年四零百九千一英

HONGKONG, FRIDAY, MAY 27, 1904.

日三十月四年辰甲

PRICE, \$3.00 Per Month

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DUTCH CIGARS.

HAVANA CIGARS

LA INDUSTRIAS, 86 per Box of 100.

PREDELECTAS, 816 per Box of 100.

Packed in Boxes of 50, \$7.50.

ANDALUZAS, 830 per Box of 100.

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MAGEWEN, FRICKEL & CO.,

3, DUDDELL STREET.
Hongkong, April 4, 1904. 2547

Intimations.

CHINESE LESSONS.

PRIVATE LESSONS AND CLASSES in
CANTONESE AND HAKKA will be given
by an experienced Chinese Teacher.

Apply to

"H. P."

Care of "CHINA MAIL" Office,
Hongkong, May 25, 1904. 982

NOTICE.

WE have this day REMOVED our
OFFICE to ALEXANDRA
BUILDINGS, Des Voeux Road, 2nd
Floor.

JOHN D. HUMPHREYS & SON.
Hongkong, May 23, 1904. 968

HUMPHREYS' ESTATE & FINANCE
COMPANY, LIMITED.

NOTICE.

THE REGISTERED OFFICES of the
Company have this day been
REMOVED to ALEXANDRA BUILD-
INGS, Des Voeux Road, 2nd Floor.

J. LAURENCE COTTER,
Secretary.

Hongkong, May 23, 1904. 969

HONGKONG HIGH-LEVEL
TRAMWAYS COMPANY, LIMITED.

NOTICE.

THE REGISTERED OFFICES of the
above Company have this day been
REMOVED to ALEXANDRA BUILD-
INGS, Des Voeux Road, 2nd Floor.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, May 23, 1904. 970

MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur.
ENLARGEMENTS A SPECIAL FEATURE.

BRANCH HONGKONG HOTEL CORRIDOR,
1587

S I E N T I N G,
Surgeon Dentist,
No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1904. 628

SECOND EDITION.

HISTORY OF THE CHURCHES OF
INDIA, BURMA, SIAM, THE MALAY
PENINSULA, CAMBODIA, ANNAM, THIBET,
COREA AND JAPAN.

Entrusted to the Society of the
"MISSION STRANGERS."

Translated by EDWARD HARPER PARKER
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THE POPULAR

SCOTCH

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James Buchanan & Co.

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By Appointment to

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and

HER THE PRINCE OF WALES

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Business Notices.

MACHINERY FOR SALE:—

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KEROSENE OIL ENGINE with Marine Attachment Complete.

GAS ENGINE 2 H.P. (Second-hand)

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2 FIVE-TON STEAM SWING CRANES, in Good Order.

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s.s. KINSHAN, 2,900 tons, Captain J. J. Lousius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), and
9 p.m. (Saturday Excepted).
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These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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s.s. HEUNGSHAN, 1,303 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
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particulars, see special time table.

Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., LTD. THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

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118 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel,
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Agents, CHINA NAVIGATION CO., LTD.

18

WILLIAM MACLEOD, D.D.S.,
DENTIST.

11 & 12, BEACONSFIELD ARCADE,
Hongkong, September 22, 1903. 1758

DR NEWELL WILSON.

DR WILLIAM DANIEL,

DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

51 QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING).

Hongkong, February 18, 1904. 2296

NO. 9, PEDDER'S HILL, ANNEX to
the HOTEL AMERICA, now most
elegantly FURNISHED. ROOMS with
or without Board. Monthly Boarders
accepted.

Apply within.

Hongkong, April 19, 1904. 741

THE REGISTERED OFFICES of the
above Company have this day been
REMOVED to ALEXANDRA BUILD-
INGS, Des Voeux Road, 2nd Floor.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, May 23, 1904. 971

PURE LINSEED OIL

Awarded Bronze Medal at the Paris
Exhibition, 1900.

Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.

MANUFACTURED BY

THE GOUVERNEUR CO., LD.,

CALCUTTA.

Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents,
Hongkong.

Cable Address "LOXLEY," Hongkong.
Hongkong, July 28, 1903. 1519

MACAO AND CANTON HOTELS.

A LITTLE CHANGE

THE Round Trip from HONGKONG to
MACAO, thence to CANTON and
back to HONGKONG, will be found in-
teresting and enjoyable.

Y. FARMER,
Proprietor.

Hongkong, March 10, 1904. 48

Business Notices.

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(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos "Dagger," "Demon," and other well known packings for Piston
Rods, etc., suitable for highest pressure. Pump Packings, Jointing Material, As-
bestos Cloth, Taps, and Boiler Door Joints, metallic or non-metallic—Rubber and
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Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
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Bell's Asbestos Expansion Taps, Millbores, Insertions, and Ropes.
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Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2
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Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packed Check, Stop Valves, and Gauge Columns. Steam Gauges and
other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers,
Hongkong.

Office, 6 Des Voeux Road,
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NEW MODELS OF PIANOS JUST RECEIVED FROM:—

BRINSMEAD, BROADWOOD,

COLLARD and COLLARD,

CHALLEN and SON,

and DORNER.

N.B.—NEW GENUINE Instruments from the above

Makers are to be had in Hongkong from LANE,

CRAWFORD & CO. ONLY.

Hongkong, May 10, 1904.

MAO LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO.,

SOLE AGENTS.

Hongkong, May 8, 1903. 963

CARMICHAEL AND

CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS,

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1903. 563

THE HONGKONG AND KOWLOON

WHARF AND GODOWN CO.,

LIMITED.

NOTICE.

ON and after MONDAY next, the
HEAD OFFICES of the above Com-
pany will be at KOWLOON (behind the
Godowns).

Letters will be received at Ice House
Street Ferry Wharf, between 7 A.M. and
5 P.M. and forwarded to Kowloon.

EDWARD OSBORNE,
Secretary.

Hongkong, May 20, 1904. 958

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 18, MACDONNELL ROAD.

Under European Management.

Apply at the House,

or

At FAIRALL & CO.,

Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

THE KOWLOON HOTEL,

KOWLOON.

A High-class Tourist's Hotel under Amer-
ican Management. First-class Cui-
sine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORN,
Proprietor and Manager.

Hongkong, January 20, 1904. 135

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silvermiths.

AUTHORISED SOLE IMPORTERS OF
METEOROLOGICAL
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.

BUTLER'S LIQUID AND OTHER COMPASS
ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

English Surveys & Reports, Pictorial Views,
Chronicles & Co.'s Electro-Plated Ware,
GOLD & SILVER JEWELLERY

In great variety.

D I A M O N D S

AND

DIAMOND JEWELLERY.

Splendid Collection of the Latest London
Fashions. very moderate prices. 473

KING EDWARD

HOTEL

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevators to each Floor.

Table D'Hotel at Separate Tables.

For terms, etc., apply to the

MANAGER.

Hongkong, June 10, 1903. 127

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net, \$2.75 per cask, ex Factory

In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed

Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to</

Intimations.

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WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR RUSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN OIL
ALL KINDS OF WORK DONE FOR AMATEURS.
84, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
mitsui BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1, SUBURU-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 100, HEDGE STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
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Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonsuki, Moji, Wakamatsu,
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Fukuoka, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Honda, Kanasa, Fujimoto, Mamoda, Mannoura,
Haguri, Onoda, Sasebo, Tsuburaya, Yoshimoto, Yoshida, Yumoto, and other
mines.

N. INUZUKA, Manager, Hong Kong.

You Can Get
more satisfaction out of an
absolutely pure, well-made
beverage than any other kind,
and that's why

RAINIER BEER
holds its old friends. Once
you try it, the other kinds
are not good enough.

A. S. WATSON & Co., Ltd.,
Sole Agents for
HONGKONG, CHINA AND MANILA.

Per Case (6 dozen Pints,.....) \$16.50
Special terms to large buyers (or 4 dozen Quarts.)

WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
CUTLERY - 3/6 3/4 2/6 2/4
KNIFE BOARDS
PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES
JOHN OAKLEY & SONS
BLACK LEAD MILLS LONDON
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

van Houten's
Best
& GOES FARTHEST
Cocoa
EXQUISITE FLAVOR

Intimations.

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.
MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armada; the Imperial Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Namsanta and Kami-
Yamada Collieries, and also Hojo Colliery,
which will be ready to produce on a large
scale the best Run of Mine Coal from 1905.
Sole Agents for Kijiro, Komatsu (Tagawa)
and Matsushima Coals.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.
Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.
Hongkong, April 25, 1904. 777

號和廣
KWONG WO,
COAL MERCHANTS,
No. 17, OHU LOONG STREET
(Near Messrs. LANE, CRAWFORD & Co.)
HONGKONG, CHINA.
Hongkong, August 14, 1903. 1254

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CONTAINING over 2,000 pages of
condensed commercial matter, enables
enterprising traders throughout the
Empire to keep in close touch with the
trade of the Motherland. Besides being
a complete commercial guide to London
and its suburbs, the London Directory
contains lists of:
EXPORT MERCHANTS
with the Goods they ship, and the Colonial
and Foreign markets they supply;
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arranged under the Ports to which they
sail, and indicating the approximate
sailings;
PROVINCIAL APPENDIX
of Trade Notices of leading Manufacturers,
Merchants, etc., in the principal provincial
towns and industrial centres of the United
Kingdom.
A copy of the 1904 edition will be
forwarded free of charge on receipt of Post
Office Order for £1.
The London Directory Co., Ltd.,
25, Abchurch Lane, London, E.C.

NOTICE.
MR. H. RUTONJEE begs respectfully
to inform his numerous kind Con-
stituents in Hongkong and Kowloon that he
has moved his BAKERY to LARGER and
more commodious PREMISES, and
improved and extended it, greatly bringing
it up to the latest Sanitary requirements.
The BREAD being produced under his
own supervision can always be guaranteed
to be of the best and purest materials
obtainable in Hongkong.
A Trial Order is earnestly solicited.
H. RUTONJEE,
No. 1, D'Almeida Street,
and 36 to 38, Edin Road, Kowloon.
Hongkong, March 2, 1904. 259

**A RAMBLE THROUGH SOUTHERN
FORMOSA:**
By G. TAYLOR, F. M. CANTON.
With Woodcuts.
[Reprinted from the China Review.]
One of the Best Sketches of Formosa Life
yet written.
Price 1/6.
Crown Mail Office, 5 Wyndham Street,
Hongkong.

Intimations.

VICTORIA RECREATION CLUB.
THE ANNUAL GENERAL MEETING
of Members will be held in 53,
ANDREWS HALL, City Hall, on MON-
DAY, the 31st MAY, at 6 P.M., for the
purpose of considering and passing the
Annual Report and Statement of Accounts
for 1903.
HAROLD C. AUSTEN,
Actg. Hon. Secretary.
Hongkong, May 24, 1904. 979

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the
NINETEENTH ANNUAL ORDIN-
ARY GENERAL MEETING of the
COMPANY (since its registration) will be
held at the OFFICES of the COMPANY
in ALEXANDRA BUILDINGS, on
TUESDAY, the 31st May, 1904, at a
quarter to eleven o'clock in the forenoon,
for the purpose of receiving the Report of
the General Managers, together with the
Statement of Accounts to the 31st Decem-
ber, 1903.

The REGISTER of SHARES will be
CLOSED from WEDNESDAY, the 26th
instant, until WEDNESDAY, the 1st June,
proximo (both days inclusive), during
which period no Transfer of Shares will be
registered.

And notice is further given that an
EXTRAORDINARY GENERAL MEETING of the
Company will be held at the same place
and on the same day at 11 o'clock in the
forenoon, or so soon afterwards as the Or-
dinary General Meeting shall be concluded,
when the proposed Resolution will be
submitted for consideration. Should the Resolution be passed
it will be submitted for confirmation as a Special Resolu-
tion to a second Extraordinary Meeting
which will be subsequently convened.

RESOLUTION.
'That the Capital of the Company be
increased to Nine Hundred Thousand
Dollars by the creation of Thirty Thousand
New Shares of Ten Dollars each.'
By Order,
A. H. MANCELL,
Secretary.
Hongkong, May 20, 1904. 953

THE 'STAR' FERRY COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL
MEETING of SHAREHOLDERS in the
above Company will be held at the
COMPANY'S OFFICE, No. 2, Connaught
Road, at Noon, on WEDNESDAY, the
1st JUNE, for the purpose of receiving
the Report of the Directors, with a State-
ment of Accounts to 30th April, 1904.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 26th to 1st
June, both days inclusive.

EDWARD OSBORNE,
Secretary.
Hongkong, May 19, 1904. 945

'THE REVENUE OF CHINA.'
A SERIES OF ARTICLES,
Reprinted from 'The China Mail.'
WITH AN APPENDIX.

To be had at the OFFICE of THE PAPER,
Messrs. KELLY & WAUGH, Ltd.,
And Messrs. W. BEECHER & Co.
Price, 50 Cents.

**THE CHINA AND JAPAN
TELEPHONE**
AND
ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

Payable Quarterly in Advance.

EXCHANGE LINES:
\$25 per Quarter.

No Charge for Initial
Installation.

N.B.—A Special Charge is made for
Lines of more than average
length.

DESK TELEPHONES
For a small additional annual charge Desk
Sets can be supplied.

ELECTRIC SUPPLIES:
BATTERIES, CHEMICALS,
ELECTRIC BELLS,
INSULATORS, SWITCHES,
TELEPHONES, WIRE, etc., etc.

Send for Price Lists.

**ELECTRIC BELL
INSTALLATIONS.**

Estimates given for all kinds of
Electrical Work.

ADDRESS:—21, WYNDHAM ROAD.

W. Stuart Harrison,
A.M.I.C.E.,
Manager.
Hongkong, April 12, 1904. 140

For Sale.

FOR SALE.
No. 1, 2 or 3 STEWART TERRACE,
THE PEAK.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, May 20, 1904. 855

TO BE SOLD.
THE WHOLE of the FURNITURE and
STOCK of the WAVERLEY HOTEL.
Offers in writing to the Manager will be
received until June 5th.
Hongkong, May 24, 1904. 977

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instruc-
tions to sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 28th May, 1904, commencing at 11 A.M.
and 2.30 P.M., at No. 44, LYNDHURST
TERRACE,—
THE WHOLE of the
**VALUABLE HOUSEHOLD
FURNITURE**
(Mostly of Marjoribank's Make).
Comprising:—
SILK TAPESTRY-COVERED DRAWING ROOM
SUITE, CLOTHES-SCREENED BLACKWOOD FUR-
NITURE, PICTURED-SCREENED EASY CHAIRS,
VERY FINE ENGLISH and FRENCH EX-
GRAVINGS, OIL PAINTINGS, WATER COLOURS,
SILK CURTAINS, TEAKWOOD SIDEBOARD WITH
BEVELLED GLASS, DINING WAGONS, TEAK-
WOOD EXTENSION DINING TABLE, MARBLED
COVERED DINING ROOM SUITE, GLASS,
CROCKERY and ELECTRO-PLATED WARE,
HALL and STAIRCASE CARPETS, AMERICAN
BROTHERS with WINE and HAT MATS,
TRESSES, MARBLE-TOP BUREAU with BE-
VELLED GLASS, MARBLE-TOP WAREHOUSE,
SILK-COVERED BED ROOM SUITE, BRONZE
BUSTS, ELECTRIC CHANDELIERS and FANS,
&c., &c., &c.

Also,
One Cottage Piano by Collard & Collard,
London; One Cottage Piano by Geo.
Russell, London; One Cottage Piano by
W. Robinson & Co.; One American Piano
Player and One American Iron Safe.

On View from To-morrow
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 25, 1904. 980

PUBLIC AUCTION.
THE Undersigned has received instruc-
tions to Sell by Public Auction,
on
MONDAY,
the 30th May, 1904, commencing at
2.45 P.M., at No. 6, GRANVILLE
AVENUE, KOWLOON,—
A QUANTITY of
**VALUABLE HOUSEHOLD
FURNITURE**
(Particulars from Catalogue).
TERMS:—Cash on delivery.
On View on day of Sale.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, May 26, 1904. 959

BY ORDER OF THE MORTGAGEES.
PUBLIC AUCTION.

MESSRS HUGHES and HOUGH have
been instructed to Sell, by Public
Auction,
on
TUESDAY,
the 31st May, 1904, at 3 o'clock in the
afternoon, at their Office, No. 8, Des
Voeux Road Central (Corner of
Lee House Street),—
THE VERY VALUABLE LEASEHOLD
PROPERTY,
BEING SECTION A of INLAND LOT No. 630,
in ONE LOT.
This Lot comprises Nos. 70 and 72, FIRST
STREET, and Nos. 69 and 71, SECOND
STREET, VICTORIA, HONGKONG.
The Property is held for the residue of
a Term of 999 years from the 26th Decem-
ber, 1861, at the apporportioned Annual
Crown Rent of \$36.44. Area about 27.3
square feet. The Property is let on
Monthly Tenancies.
Particulars and Conditions of Sale may
be had from the Vendors' Solicitors,
Messrs DEACON, LOCKER & DEACON,
10, Queen's Road Central.
And also of the AUCTIONEERS.
Hongkong, May 24, 1904. 974

PUBLIC AUCTION.
MESSRS HUGHES & HOUGH have
been instructed to Sell by Public
Auction,
on
WEDNESDAY,
the 1st June, 1904, at 3 o'clock in the
afternoon, at their Office, No. 8, Des
Voeux Road Central (Corner of
Lee House Street),—
THE VALUABLE LEASEHOLD
PROPERTY,
being an Undivided Half Share of Section A
of Subsection 3 of Section B of Inland
Lot No. 105.
This Lot comprises No. 35, COCHRANE
STREET, VICTORIA, HONGKONG.
The Lot is held for the residue of a Term
of 75 years and for a further Term of 924
years at the Crown Rent of \$8 and is sub-
ject to a Mortgage for \$5000 and interest
thereon at 8 per cent per annum.
Particulars and Conditions of Sale may
be obtained from the Vendors' Solicitors,
Messrs WILKINSON & GRIST,
9, Queen's Road Central.
And also of the AUCTIONEERS.
Hongkong, May 26, 1904. 987

CHINESE SCHOOL BOOK
Li-Kin Tin Man
Translated into English
by Dr. E. J. EYRE.
Price 40 Cents.
Crown Mail Office, 5 Wyndham Street,
Hongkong.

To Let.

TO LET—IMMEDIATE POSSESSION.
FOR 18 MONTHS.
'LEIGH TOR,' THE PEAK.
Apply to
JEBSEN & CO.
Hongkong, April 27, 1904. 798

TO LET.
No. 11, KNUTSFORD TERRACE.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, April 26, 1904. 775

TO LET.
No. 1, STEWART TERRACE, The
Peak.
Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.
Hongkong, March 26, 1904. 836

TO LET.
No. 8, AUSTIN AVENUE, Immediate
Possession.
No. 6, SALISBURY AVENUE, Imme-
diate Possession.
THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession on or
about 31st August, 1905.
MODERATE RENTALS.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LTD.
Hongkong, May 27, 1904. 848

TO LET.
FIRST-CLASS FURNISHED ROOMS
with or without Board. Close to
Post Office and Banks.
Apply to
'N. N.,'
Care of 'CHINA MAIL' Office.
Hongkong, May 9, 1904. 886

TO LET.
FURNISHED HOUSE, in SEYMOUR
TERRACE,
No. 21, GAINES ROAD.
OFFICES, CENTRAL POSTOFFICE.
FURNISHED HOUSE, in Kowloon.
WILD DOLL BUILDINGS, No. 147, WAN-
CHAI ROAD. Comfortable and Airy Flats
of 2 or 3 Rooms, from \$25 inclusive of
Rates.
And others to suit various requirements.
S. A. SMITH,
LAND & ESTATE BROKER,
DAIRY FARM CO.
Hongkong, May 21, 1904. 2930

TO LET.
No. 3, CLIFTON GARDENS, CONDUIT
ROAD,
'ROSENEATH' KOWLOON.
No. 1, RYTON TERRACE, in FLATS.
No. 4, RYTON TERRACE.
No. 17, WORK NEAR CHONG ROAD, facing
Base Courts.
FLATS in MORETON TERRACE, facing the
Polo Ground.
OFFICES, in Course of Erection, CON-
NAUGHT ROAD (near Blake Pier).
GODDOWNS PRAYA EAST.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, May 21, 1903. 838

TO LET.
A HOUSE in KNUTSFORD TER-
RACE.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, April 26, 1904. 788

TO LET.
In Kowloon, One 12-ROOM HOUSE,
Whole or Part; Rent Moderate.
Apply to
DOOLITTLE & FOLLOK,
1 & 3, Wellington Street.
Hongkong, April 29, 1904. 697

Intimations.

**BUSINESS TRAINING
COLLEGE.**

ELEMENTARY Shorthand to 120
Words a minute; completion to cor-
responding speed, \$80, or by instal-
ments of \$10 each Lesson.

'ADVANCED' LESSONS to comple-
tion of verbatim speed, \$100, or by instal-
ments of \$10 each Lesson.

FOREIGN LANGUAGES TAUGHT.
TRANSLATIONS MADE.

TYPEWRITING Taught on all makes
of Machines.

**MANIFOLDING, DUPLICATING, and
SINGLE TYPEWRITTEN COPIES** for
the Public.

MACHINES
(All Good Makes) For Sale.

EVENING CLASSES in Shorthand,
Typing, English, etc. Hours: 6 to 8
o'clock. \$2 per Lesson.

PUPILS attended at their own homes,
or Lessons by Post.

CIRCULARS POST FREE.

WARWICK PEELE, PRINCIPAL.
Hongkong, (Near G.P.O.)

CANTON—144, SHAMATEEN.
Hongkong, May 4, 1904. 838

LIFE OF LORD DALHOUSIE.

The following interesting review of 'The
Life of the Marquis of Dalhousie, K.T.,'
by Sir William Lee-Warner, appeared in
the Standard:—

The position attained by Lord Dalhousie
among the Statesmen of the last century,
the importance and volume of the docu-
ments, private and official, now for the
first time disclosed, and the wise discretion
which has placed them in such competent
hands, give a value to Sir William Lee-
Warner's work which the biographies of
eminent men do not always possess.

Dalhousie, on his return from India and
during the brief remainder of his life—he
died in December, 1860, aged forty-eight—
was assailed on many sides with the
same virulence and obloquy which
had been the first fruits of the re-
ward won by Warren Hastings for
laying well the foundation of the British
Empire in India. During the Mutiny,
while men like Lawrence and Montgomery,
who had served under him, bitterly
regretted that he was no longer at the
helm, he was denounced in many quarters
as being at the main cause of the cata-
strophe. Even some of those who have
defended his policy in general were unable
or unwilling to exonerate him completely.

He himself, broken down and aged pre-
maturely by the strain of his Indian
labours, could only maintain a dignified
silence. He would have vindicated his
policy from his seat in the House of Lords,
where alone he wished to notice the charges
brought against him, but his failing
strength made this impossible. Even more
readily would he have assisted the Govern-
ment with his counsel in the hour of
danger, but this satisfaction was also with-
held. What he would not do was to
sanction or take part in any in-
direct or unofficial reply to his accusers.

Unable to meet them face to face, he pre-
ferred to await the verdict of posterity.
This, indeed, had been the rule of his life.
Ceaseless in his activity and untiring in
the work of reform and administration
when in office, it was not his habit to be
always seeking applause for his actions, al-
though no Governor-General of India ever
worked harder, or has left behind him a
more lasting record of achievement.

While he was still Governor-General, Sir
Charles Wood wrote to him:—'I admire
more the robustness of his triplex with which you
carry on your affairs in spite of the Press.
But what a trial of patience and temper it
must be!' To this the answer was, 'I
will make no reply, and enter into no con-
troversy with the Press, and I wish no-one
to do it for me.'

While, however, he was too proud to
solicit the favourable opinions of contem-
poraries, Dalhousie never disputed the
right of history to be supplied with full
and trustworthy material on which to base
its judgment. Much of his time, during
the last years of his life, was spent in
collecting and arranging official documents
and private correspondence that would
throw light on his career, and dispel the
cloud of detraction which at one time over-
hung it. He had also kept a diary from
the time when he got into scrapes at
Harrow, and formed good resolutions at
Oxford—some of which his biographer
observes, he carried out—till the day of his
departure from India. In accordance with
his will, this copious mass of material was for
many years, stored up among the archives
of his house, and only now has it been un-
sealed. Admirably handled and digested by
Sir William Lee-Warner, it has been made
the basis for the first standard and authori-
tative biography of the great Statesman
who, with Warren Hastings and the Mar-
quess of Wellesley, stands out in the annals
of British India as one of the founders and
consolidators of the Indian Empire. He
first created the British Administration of
Bengal. Wellesley conceived and carried
out the system by which the native sover-
eignities were brought under the control of
the paramount Power. Dalhousie, as Sir
W. Lee-Warner says, harmonised the work
of his two great predecessors. He consoli-
dated scattered territories under the Com-
pany's direct rule. He annexed the
Punjab and Lower Burma, and by the
masterly way in which he reor-
ganised the conquered Provinces he
secured their loyalty and prosperity
under the Crown. He gave India
its first railways and telegraphs, and may
be said to have initiated the vast scheme
of public works which alone would be the
justification of our rule in the East. He
was charged with having, by neglect of mi-
litary precautions, and too fervid energy
in conferring on India the material ad-
vantages of civilisation, sown the seeds of
that discontent which, under his predecessor,
yielded the harvest of mutiny and
rebellion. It is one of the main objects of
the book to show how little truth there
was in this accusation. When he died, it
was said in one of the obituary notices
that the history of his Administration
must be read in the light of the bloody
commentary of that rebellion, which suc-
ceeded.

Sir William Lee-Warner has little diffi-
culty in demonstrating how those writers
who had previously attempted to describe
Dalhousie's career have been misled, either
by their ignorance of material facts or by
the prejudice of the time. One of them
failed to find some of his most important
Minutes, and seems to have been told by
Sir John Keane that the papers were not
at the India Office, where they have re-
mained all this time. The late Sir Edwin
Arnold, in spite of this opportunity for
observation, sometimes went on, 'Dalhousie
was a man of great ability, but he was
not a statesman.'

It is a pity that Sir William Lee-Warner
does not give us a more complete picture
of the man. He tells us that he was
born in 1790, and that he was educated
at Harrow and at Oxford. He tells us that
he was a member of the House of Commons
from 1832 to 1835, and that he was a
member of the House of Lords from 1835
to 1860. He tells us that he was a
member of the Privy Council from 1835
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story. Amongst other things, he declared that Dalhousie entertained a singular regard for public opinion, which, as already indicated, is about the last thing to be expected of a man. When a friend, however, suggested that he was inclined to be over-sensitive to interference, he did take it upon himself in a private letter to meet the insinuation. It was true enough, he wrote, that he would not allow the Court of Directors to insult him, as they used to insult his predecessor. He did not mean to let the Court know when he knew he was in the right; nor did he choose to be addressed "a well-bred gentleman would address his gamekeeper." They call this over-sensitiveness, he went on to say, "I call it a proper and politic maintenance of the authority of a mighty officer." Dalhousie has been described by an over-astute, as discouraging independent thought and action by his subordinates. Masterful he was, but the strong man like John Lawrence, Macleod, and Herbert Edwards, who worked under him, were not the ones to be dominated over by a Governor General, and they were among his warmest admirers. What his biographer also lays stress on was the absence of vainglory or egotism from his composition. He never took personal credit for the acts of his Government, which in his speeches and despatches were always those of the Governor General in Council, but he was ever ready to give the fullest credit to his lieutenants. Equally remarkable was the affection he won by his courtesy and consideration. He would apologise to a member of his Staff for asking him to appear in uniform in hot weather. "The Bishop comes to-day," he wrote; "I am very sorry to give you the same trouble as he gives me, and to ask you to be here in full dress."

But it is less, of course, as an appreciation of character than as the record of a momentous period in the history of India that these volumes will be read. In the earlier portions, there is an interesting account of Lord Dalhousie's Parliamentary life and of his work on the Board of Trade. Then comes the story of his Indian Administration. Going to India in 1848, when he was only thirty-six, he undertook a burden which he described as "too heavy for the shoulders of Atlas," but he never flinched or faltered under its weight. One problem after another was successfully overcome. The greatest, perhaps, was the annexation of the Punjab, of which Sir W. Lee-Warner writes with a knowledge of the facts that it would be hard to find elsewhere. One small detail will show how easily an historian may be betrayed into error when writing of India. Dalhousie was blamed for not at once following up the heroic but too impulsive effects of Herbert Edwards to crush the rising at Multan. In his "Life of Lord Lawrence," Mr Bosworth-Smith demolished, to his own satisfaction, the argument that the hat necessitated the postponement of Military operations. "Sir James," he says, "had been alarmed on May 4." As Sir W. Lee-Warner points out, the heat in Mysore, where he himself was Political Resident, can at no period of the year be compared with that which prevails for months at Multan. A still more stormy controversy was started by Sir Charles Napier; and this, too, is handled with judicious discrimination. The annexation of Oudh and Dalhousie's alleged neglect of the Military situation are fully discussed. With regard to the latter point, it was in the forenoon and afternoon that were opposed by the Home Authorities to his repeated counsels which prevented the Governor General from carrying out the Military reforms which he contemplated, and which would have made our position in India stronger at no greater cost. Such, at any rate, is the conclusion arrived at by Sir W. Lee-Warner; and, as in other matters, he writes with a thorough mastery of his subject.

HOW MEN HAVE MISSED MAKING FORTUNES.

It is astounding how many men may every day be found who are discontented—who feel instinctively that they were born for better things—who in some way they sense know how to get them, but who, for some reason or other, have allowed life's golden opportunities to pass them by, failing to achieve what they believe might have been, may achieve to be theirs. No one can point to any definite defect in them, yet they have failed.

Why have they failed? To the expert observer the cause is very obvious. Success is achieved only by energy, and energy is what they lack.

Now, energy, whether of the hand or the mind, is produced by food. A starved man can neither dig the ground nor think out a matter clearly.

Has a man, therefore, in order to become energetic, merely to be supplied with good food? No. Unfortunately the case is not so simple as that. The food that he eats must do its work properly; must make rich, pure blood, and repair the waste which is continually taking place in his system. Food can only do this when the digestive organs are in perfect working order.

In persons whose digestion is impaired food stagnates, creates gases in the stomach, and not only fails to properly nourish them but aggravates their complaint and poisons the system.

It is just here where Mother Seigel's Curative Syrup comes in. It is the one thing that cures indigestion, and all the numerous maladies of which it is the parent, and in this way may be regarded as an unrivalled source of energy.

When in Tasmania four years ago I was attacked by a serious illness," says Mr Bowden, of 23, Pring Street, Woolloomooloo, Sydney, N.S.W. "I could neither eat, sleep, nor rest. A doctor whom I consulted said I was suffering from dyspepsia, and gave me some medicine, which did me no good; but I was soon as well as ever again. Another doctor attended me for two months, but I received no benefit from his treatment, nor at the hospital where I afterwards went. My appetite almost ceased and the little I ate disagreed with me. I became dull and languid, and everything was a trouble to me. Accepting the advice of a friend to try Mother Seigel's Syrup, these troubles soon disappeared. After a few doses, I felt better than I had done for months past. By the time I had taken five bottles I was restored to health and energy."

Just so. That is precisely the effect that Mother Seigel's Curative Syrup produces. Not only does it cure indigestion, but it promotes health and energy—those absolutely indispensable qualities in all who are called upon to fight life's battle. It is a pure natural tonic, composed of fruits, roots, and herbs, containing no mineral substance whatever. For thirty-five years it has occupied the first place among all medicines whatsoever, and is evidence as to its curative power is constantly forthcoming from the sixteen principal countries of the world.

Indigestion and biliousness are what some medical authorities term "root diseases." That is to say, if these complaints are neglected, they develop into others even more serious. More often than not, medicines supposed to be remedies are at first resorted to. Sometimes these are persevered with, for considerable periods, resulting in loss of time and needless suffering, before the patient is subjected to the happy results of having his attention directed to Mother Seigel's Syrup, and upon the happy results of its use.

Many a man who is poor to day would be wealthy had he not been held down by ill-health. But there is light hope for all such, when once they fully understand why they are so, and how they may release their bonds.

JALINE

FOR THE DISINFECTION OF
DRAINS, WATER CLOSETS,
LAVATORIES, FLOORS,
WALLS, GUTTERS, Etc.

It is the most Recommendable
and Cheapest

DISINFECTING FLUID

FOR GENERAL HOUSEHOLD USE.

A LOTION OF 2 PER CENT.
IS SUFFICIENT.

Recommended by Sanitary Authorities.

Available in One Gallon Tins or in Casks
of about 40 Gallons.

PRICE OF APPLICATION.

LOTGENS EINSTAMM & CO.,

SOLE AGENTS.

14, DES VIEUX ROAD, HONGKONG.

Hongkong, April 9, 1904.

HOTEL ORAIGIEBURN.

PLUNKET'S GAP, THE PEAK.

near the TRAM TERMINUS. TELEPHONE 56.

For Terms.

Apply to the MANAGER. 741

THE WAVERLEY HOTEL.

102 HOUSE STREET, HONGKONG.

A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and

Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES BY THE DAY or MONTH.

Hongkong, 4, December 18, 1900. 2839

Pelham House,

FAMILY HOTEL,

WYNDHAM STREET

M. MOORE,

Proprietress.

ENO'S

INVALUABLE IN ALL

FUNCTIONAL 'FRUIT SALT' DERANGEMENTS

OF THE LIVER.

SALT.

The value of ENO'S 'FRUIT SALT' cannot be told. Its success in Europe, Asia, Africa, America, Australia, and New Zealand proves it. THERE IS NO DOUBT THAT where it has been taken in the earliest stages of a Disease, it has, in innumerable instances, PREVENTED what would otherwise have been A SERIOUS ILLNESS.

CAUTION. See Capsule marked ENO'S 'FRUIT SALT'. Without it you have a WORTHLESS IMITATION.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.

Sold by Chemists, &c., everywhere.



Superb Skin

is obtained and maintained by using

'DARTRING' LANOLINE

No imitation can bear the 'Dartring'.

No imitation can be called 'Dartring'.

'DARTRING' TOILET 'LANOLINE' is a valuable skin.

'DARTRING' LANOLINE TOILET SOAP.

Ideal Milk

ENRICHED 20 PER CENT.
WITH CREAM.

Sterilized—Not Sweetened.

A PERFECT SUBSTITUTE
FOR FRESH MILK.



DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

DINNEFORD'S

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ADVERTISE

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The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

THE China Mail.

Read by all Classes in the Colony and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century.

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Artistic Printing

Done with Neatness and

Despatch

At Moderate Prices.

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Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

China Mail Office

5, WYNDHAM STREET,

HONGKONG.

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1700	—	3000	Comdr. Richard M. Harbord	Nanking
Albatross	battleship, 1st class	12,600	16	13,500	Captain Sydney R. Fremantle	Shanghai
Albatross	aloop	1060	6	1400	Commander R. Nugent	Yangtze
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Nanking
Andromeda	cruiser, 1st class	11,000	—	—	Capt. R. N. Unnamney	Waihaiwai
Bramble	gunboat, 1st class	710	6	1800	Lieut.-Comd. O. M. Makins	Hankow
Briarcliff	gunboat, 1st class	710	6	1800	Lieut.-Comd. T. D. Pratt	Tientsin
Centurion	battleship, 1st class	10,100	14	13,000	Captain Fagan	Shanghai
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Charub	water tank and tug	380	—	370	—	—
Colossus	cruiser, 2nd class	6800	11	9970	Captain Robert H. S. Stokes	Hongkong
Empire	aloop	1070	10	1400	Comdr. Ernest Barton	Newchwang
Fame	torpedo boat destroyer	360	6	5700	—	—
Fearless	cruiser, 3rd class	1580	12	3200	Comdr. P. V. Lewis, D.S.O.	Waihaiwai
Glorious	battleship, 1st class	12,350	16	13,500	Captain Hon. Walter G. Stopford	Nanking
Handy	torpedo boat destroyer	275	6	4000	—	—
Hart	aloop	1840	6	4000	—	—
Humber	torpedo boat destroyer	280	6	3900	—	—
Janeydon	river gunboat	—	—	—	—	—
Kinsha	cruiser, 1st class	14,100	—	31,592	Lieut.-Comdr. A. Gregory	Shanghai
Leviathan	river gunboat	180	2	900	Lt.-Comdr. G. P. Metcalfe	Yangtze
Moorehen	battleship, 1st class	12,350	16	13,500	Captain Francis G. Kirby	Nanking
Ocean	torpedo boat destroyer	350	6	4000	Lt.-Comdr. F. B. Noble	West River
Otter	aloop	1015	6	1400	Captain T. G. Greet, R.N.	Shanghai
Phoenix	Surveying-vessel	885	6	650	Commander John Nicholas	Shanghai
Rambler	aloop	980	10	1400	Comdr. C. E. Moore	Amoy
Rinaldo	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	Straits Division
Robin	aloop	980	6	1400	Comdr. T. Jackson	Macao
Rosario	river gunboat	85	2	240	Lt.-Com. H. T. Atty	Shanghai
Sandpiper	cruiser, 2nd class	3600	6	9000	Capt. O. H. Moore	Hongkong
Sirius	river gunboat	25	2	240	Lt.-Comdr. Davidson	Shanghai
Snipe	torpedo boat destroyer	355	6	6300	—	—
Sparrowhawk	torpedo boat destroyer	250	6	6300	—	—
Taken	cruiser, 2nd class	6800	11	9800	Captain Lewis Bayly	Hongkong
Talbot	receiving ship	4600	6	—	Commodore Dicken	Hongkong
Tamar	river gunboat	180	2	900	Lt.-Comdr. E. V. Dugmore	Shanghai
Teal	cruiser, 2nd class	3400	6	9000	Capt. J. A. O. Wilkinson	Shanghai
Thetis	coast defence gunboat	365	6	300	Lieut.-Comdr. R. H. Keate	Shanghai
Tweed	battleship, 1st class	12,350	16	13,500	Capt. Leslie Stuart, C.M.G.	Shanghai
Vengeance	aloop	980	10	1400	Comdr. S. St. John Ferguson	Hongkong
Vestal	torpedo boat destroyer	355	6	6300	—	—
Vivago	surveying ship	620	—	450	Comdr. Ernest C. Hardy	Waihaiwai
Whiting	torpedo boat destroyer	380	6	6900	In Reserve	Shanghai
Woodcock	river gunboat	150	2	500	Lieut.-Com. C. W. Wrightson	Chinkiang
Woodlark	river gunboat	150	2	500	Lieut.-Com. Wason	Chinkiang

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Asperu	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirto	Quefoo
Acheron	French armoured gunboat	1796	—	—	Comdr. Laferriere	Saigon
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Saigon
Argus	French gunboat	475	3	450	Lieut. Crespin	Canton
Aspie	French gunboat	—	—	—	Lieut. Journe	Saigon
Avalanche	French gunboat	580	—	—	—	Haiphong
Bougard	French cruiser	3740	29	9000	Capt. Letivre	Saigon
Casse-tete	French gunboat	9018	18	—	—	Shanghai
*Chateaufort	French cruiser	525	—	—	Captain V. Poidone	Haiphong
Comete	French gunboat	690	—	—	Commander Louet	Chemulpo
Decade	French gunboat	—	—	—	Commander Guissell	Haiphong
Eclat	French cruiser	—	—	—	—	Saigon
Gueydon	French gunboat	1250	8	2800	—	Haiphong
Huon Riviere	French gunboat	9700	12	19,600	Commander Le Gollow	Chemulpo
Kersaint	French cruiser	4015	27	8500	Captain Cros	Hongay
*Montcalm	French gunboat	9437	8	6071	Capt. Housst	Shanghai
Oly	French cruiser	1796	10	—	Capt. Sennes	Saigon
Pascal	French cruiser	829	2	900	—	Saigon
Redoubtable	French cruiser	—	—	—	Capt. Vincent	Hongay
Styx	French gunboat	—	—	—	—	Saigon
Sully	French gunboat	—	—	—	—	Saigon
Surprise	French gunboat	—	—	—	—	Yangtze
Taklong	French gunboat	—	—	—	—	Saigon
Takou	French destroyer	—	—	—	Lieut. Gaillard	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Along Bay
Vigilant	French gunboat	—	—	—	Lieut. Carl	Canton
Bussard	German cruiser	1857	15	2900	Comdr. Huss	sailed for South Africa
Fihret Bismarck	German flag ship	11,000	36	14,000	Captain Prowe	Tientsin
Gaier	German cruiser	1775	10	2900	Comdr. von Studnitz	Tientsin
Hansa	German cruiser	6230	34	10,000	Capt. Schroeder	Tientsin
Hertha	German cruiser	10,000	37	10,000	Capt. Baron Schimmelmarm	Tientsin
Ilis	German gunboat	1000	10	1800	Comdr. Baron von M. Hüllessem	Tientsin
Jaguar	German gunboat	850	10	1800	Comdr. Wilbrand	Tientsin
Luise	German gunboat	1000	8	875	Comdr. Kroencke	Tientsin
Möwe	German gunboat	1640	15	2800	Comdr. von Grumbkow	New Guinea
Saxer	German cruiser	2047	24	8000	Comdr. Persius	Tientsin
Thetis	German cruiser	990	10	1800	Captain Volt	Tientsin
Tiger	German gunboat	—	2	800	Comdr. Deimling	Hongkong
Vorwaerts	German gunboat	—	—	—	Lieut. Schaff	Yangtze-River
Elba	Italian cruiser	2300	10	7471	Captain Borea	Chemulpo
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Amoy
Vettor Pisani	Italian cruiser	6600	18	13,000	Capt. Cali	Amoy
Adamastor	Portuguese cruiser	1930	14	4500	Captain d'Antes Ribeiro	Shanghai
Diu	Portuguese gunboat	720	—	—	Captain Diogo de Sa	Macau
Vasco de Gama	Portuguese cruiser	9330	—	—	Capt. Manuel Vasco de Carvalho	Shanghai
Alouet	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Amazur	Russian cruiser	2800	5	4700	Comdr. Gramatchikoff	Port Arthur
Abold	Russian cruiser	6000	27	—	Capt. Reitzenschein	Port Arthur
Bayan	Russian cruiser	7800	10	16,500	—	Port Arthur
Bayarin	Russian cruiser	3200	8	—	—	Sunk
Bobro	Russian gunboat	1050	8	1150	Comdr. Erjckovitch	—
Bogatyir	Russian cruiser	6640	12	—	—	Port Arthur
Diana	Russian cruiser	6731	6	—	—	Port Arthur
Dighile	Russian gunboat	1456	3	1700	Capt. Nasarovsky	Port Arthur
Gaidamak	Russian gunboat	500	9	3500	Comdr. Yourloff	Port Arthur
Grainatnik	Russian gunboat	1490	6	2000	Comdr. Zagaranaky	Port Arthur
Gromobol	Russian cruiser	12,384	44	14,500	Captain Jessen	—
Gutlik	Russian gunboat	1000	6	1000	Comdr. Shumoff	Vladivostok
Korotetz	Russian gunboat	1813	7	1500	Comdr. Gvarkowsky	Sunk
Madjour	Russian battleship	12,274	12	1400	Commander Crown	Shanghai
Navarin	Russian cruiser	10,306	12	9000	—	Port Arthur
Novik	Russian cruiser	3000	6	17,000	—	Port Arthur
Obvnyj	Russian gunboat	1490	6	2000	Comdr. Vasiloff	Port Arthur
Pallad	Russian cruiser	6731	12	—	—	Ashore (?)
Porosvit	Russian battleship	12,674	15	14,500	Captain Koroleff	Sunk
Petropavlovsk	Russian battleship	10,960	16	10,600	Captain Jakouff	Damagun
Pobeda	Russian battleship	12,374	15	14,500	Capt. Zarsandling	Port Arthur
Poltava	Russian battleship	10,960	16	10,600	Captain Oseoff	Port Arthur
Rasboryniz	Russian cruiser	1334	10	1786	Comdr. Liven	Port Arthur
Retvizan	Russian battleship	12,902	16	16,000	—	Ashore (?)
Rosica	Russian protected cruiser	12,200	28	17,000	Captain Seipeninnoff	Vladivostok
Rurik	Russian protected cruiser	10,923	28	12,500	Capt. Matsevich	Vladivostok
Serastopol	Russian battleship	10,960	16	10,500	Captain Seipeninnoff	Port Arthur
Silach	Russian gunboat	850	8	1125	Lieut. Comdr. Ivanoff	Port Arthur
Sivoch	Russian gunboat	1050	8	1120	Comdr. Ginter	Port Arthur
Tarevitch	Russian battleship	12,900	26	16,800	—	Ashore (?)
Varyag	Russian cruiser	6600	37	20,000	Capt. Bahr	Sunk
Vladik	Russian gunboat	500	9	3300	Comdr. Zagorianyev-Kissel	Port Arthur
Zabiyaka	Russian cruiser	1230	16	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3500	—	—	Capt. Dyer	Carlle
Annapolis	U. S. gunboat	1010	6	1237	Capt. Rocher	Shanghai
Buffalo	U. S. cruiser	4198	14	3500	—	—
Callao	U. S. cruiser	235	—	—	Lieut. M. L. Miller	Hongkong
Chelan	U. S. gunboat	3213	—	—	Capt. H. E. Mason	Shanghai
Chelan	U. S. gunboat	640	—	—	As-Comdr. J. Hord	Shanghai
Helena	U. S. gunboat	1392	8	1838	Comdr. Stanton	Shanghai
Monomack	U. S. monitor	3590	8	3300	Captain Crow	Shanghai
Monterey	U. S. monitor	3590	4	6344	Comdr. W. H. Beakley	Hongkong
New Orleans	U. S. cruiser	3437	20	—	Commander Sperry	Hongkong
Oregon	U. S. cruiser	10,238	45	—	Captain Burwell	Hongkong
Rainbow	U. S. cruiser	4000	—	—	Capt. J. B. Collins	Manila
Salah	U. S. cruiser	3213	—	—	Captain Nazro	Shanghai
San Francisco	U. S. cruiser	4098	27	9913	Captain Vey	Manila
Vicksburg	U. S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villaboa	U. S. gunboat	400	—	—	Lieut. L. G. Berolario	Shanghai
Wilmington	U. S. gunboat	1397	8	1894	Commander U. R. Harris	Shanghai

ESTABLISHED 1859.

ACHEE & CO

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No. 17,
QUEEN'S ROAD,
HONGKONG.

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

**WM. POWELL,
LIMITED.**

Now Open

The

LARGEST

and

BEST APPOINTED

STORE

in the

EAST.

Wm. POWELL, Ltd.,

Drapers

AND

Furnishers.

ALEXANDRA

BUILDINGS,

DES VOUEX ROAD.



TELEPHONE No. 135.

THREE PLACED WHISKIES:

1st—KING EDWARD VII.

VERY OLD LIQUEUR

Gold Label\$22.00

2nd—KING EDWARD VII.

LIQUEUR

White Label... ..\$16.50

A Good 3rd—

'CLUB' \$15.00

A Whisky that is perfect with 'TAN-

SAN' Water.

SOLE AGENTS:

H. PRIOR & CO.,

12, Queen's Road Central.

458

MEMOS. FOR TO-MORROW.

Auction.

11 p.m.—Auction of Valuable House-

hold Furniture, at No. 44, Lyndhurst

Terrace.

Miscellaneous.

Goods per Order not cleared 4 at p.m.

on this date subject to rent.

General Memoranda.

SUNDAY, May 29:—

Goods per Order not cleared 4 at p.m.

on this date subject to rent.

MONDAY, May 30:—

2.45 p.m.—Auction of Household Fur-

niture, at No. 6, Granville Avenue,

Kowloon.

6 p.m.—Meeting of Members of Victoria

Recreation Club, at St. Andrew's Hall.

Goods per Order not cleared 4 at p.m.

on this date subject to rent.

Goods per Order not cleared 4 at p.m.

on this date subject to rent.

TUESDAY, May 31:—

10.45 a.m.—Meeting of A. S. Watson &

Co., Ltd., at the Company's Offices.

3 p.m.—Auction of Leasehold Property,

at Messrs Hughes and Hough's Sales

Rooms.

WEDNESDAY, June 1:—

Noon—Meeting of Shareholders of the

'Star' Ferry Co., Ltd., at the Co's

Offices.

3 p.m.—Auction of Leasehold Property,

at Messrs Hughes and Hough's Sales

Rooms.

9 p.m.—Meeting of Zetland Lodge.

NOTICE OF REMOVAL.

The BUSINESS of the HONGKONG

DISPENSARY will be CARRIED ON in

ALEXANDRA BUILDINGS, DES

VOUEX ROAD, on and after MONDAY,

30th MAY, 1904.

To facilitate moving operations, our

Premises at 36, Queen's Road, will be

CLOSED on SATURDAY next, 29th

MAY, at 2 p.m. and will remain CLOSED

on SUNDAY, the 30th MAY. Medicines

will be dispensed at all times as usual.

The HOURS of BUSINESS of the

HONGKONG DISPENSARY in its New

Premises will be as follows:—

WEEK DAYS 8.30 A.M. to 6 P.M.

SATURDAYS 8.30 A.M. to 2 P.M.

SUNDAYS 10 A.M. to 1 P.M.

An Assistant will be on duty at all times

to Dispense prescriptions.

A. S. WATSON & Co., Limited,

May 27, 1904.

The publication of this issue commenced
at 5.35 p.m.

The China Mail.

HONGKONG, FRIDAY, MAY 27, 1904.

EDITORIAL COMMENT.

It is rather refreshing

to hear Americans in

the Philippines uttering words of dis-

trust because the Filipinos show a

disposition to stand on the shores of the

islands and shout out to all whom it

may concern: 'The Philippines for

the Filipinos.' The cry is not at all

melodious to their ears, and it is lacking

in tunelessness for the simple reason

that it does not harmonize in the

slightest degree with the declaration

to which they have given voice with

unvarying consistency ever since the

archipelago has been in their possession.

'The Philippines for the Americans—

Britishers and others need not apply.

If any country in any part of the globe

bars its doors against the commerce of

the other nations, the first to enter a

protest against the unchristian action is

the United States, yet immediately

she secures some territory for her-

self which is a promising field for

trade, she places restrictive barriers

around it which almost has the

effect of entirely excluding anyone

else from profitable participation in the

commerce offering. What with import

and export duties, and, worse than all,

legislation excluding anyone but Am-

ericans from entering the islands under

written or implied contract, the Philip-

pines have been made a by-word.

Only recently we saw an Englishman

practically pilloried at Manila because

he dared to go there to work, and there

is no guarantee that the same thing

would not be repeated to-morrow if some

misguided Britisher had the temerity

to engage to utilize his services in the

interests of some firm there. Yet the

Americans now cry aloud in the wilder-

ness because the brown men follow fast

in their footsteps and demand some-

thing for themselves. When the United

States took over the islands the

boast was made broadcast that all that

Uncle Sam desired was to adopt the

role of teacher and instruct the un-

enlightened Filipinos in the art of

governing themselves. Well, he is

doing it, and the pupils have profited

by the teaching in a way that he did

not expect. Instead of being flattered

at the rapidity with which they

have absorbed instruction he is as-

tounded at their impudence, and the out-

side world has the privilege of wit-

nessing another exemplification of the

old adage that says what is sauce for the

goose is not sauce for the gander. So

pronounced has the demand of the

Filipino become that the *Manila Times*

has felt constrained to comment editor-

ially upon it, and points out facts to

the erring Filipino which are perfectly

correct, though positively amusing,

when it is known that the Americans

studiously close their eyes to them

themselves when other nationalities

are being dealt with. 'Our little

Philippine slogan does not mean any-

thing to the people who are best

informed,' says the *Times*, 'but there

is every probability that it has been

and will be misconstrued. It does

not sound right. And if encouraged it

will work far more injury to the Phi-

lipinos than to Americans. The American

has other remunerative fields open to

him, while the Filipinos must succeed

here or nowhere. There should be no

restrictions to industry, trade or com-

merce in these islands. Everybody

should be invited to help in the develop-

ment of the vast resources in agricul-

The laxity which is

the dumping of shown in the supervi-

tion of the dumping

of rubbish on the Praya,

prior to being deposited in the dust-

boats and carried out to sea, reflects

anything but credit on the officials or

department responsible. Residents on

the Praya between Pedder Street and

Forster Street complain about the

method adopted in dealing with this

matter. The dust and rubbish from all

the corners of Hongkong is carried

down to the Praya and, instead of

being emptied direct into the boats

which lie there for the purpose, it is

tipped on to the Praya. Numerous

small boys and girls instantly gather

round the heap of refuse, and collect all

the small pieces of cloth, matting, paper,

or any article which to them is of com-

mercial value. These pieces of paper,

etc., are carried down to the second-

hand dealers and sold for a few cash,

irrespective of whether they are full of

plague germs or not. When the rubbish

is finally transferred to the dust boats

and taken across the harbour, the junk

occupants take their toll, by sorting the

mass through and through, and separat-

ing anything which they can dispose of

for a profit. This collection is usually

hung out to dry over the stern or sides

of the junks and brought back to Hong-

kong and sold. In the first instance

the rubbish is collected, we take it, for

the purpose of being destroyed, and not

for the purpose of restocking the second-

hand shops of Hongkong, as well as

distributing germs of all diseases broad-

cast. The practice of allowing the

rubbish to remain on the Praya, where

the urchins who congregate there have

free access to it, is in itself pernicious,

and if discontinued and the refuse

placed direct into the boat, the rag

gatherers would be unable to get at it.

The junk people, too, should not be

allowed to bring any of the rubbish

back to Hongkong; but should be

forced to carry it to the appointed spot,

and destroy it, either by dumping it

overboard, or by burning it.

LOCAL AND GENERAL.

Guns and Ammunition for Peking.

In response to telegraphic instructions

from the Army Reorganisation Department

of Peking, Viceroy Wei Kuang-tao of Nan-

king sent recently as a first instalment up

North twenty-eight quick-firing mountain

guns, two hundred shells and two hundred

solid shot together with nearly 5,000 lbs.

smokeless powder and fuses, tubes, etc.,

sufficient to equip three mountain batteries.

All the above were made at the Kuangnan

Arsenal and the Lungtung Powder works.

A New Arsenal for China.

The proposed site for the new arsenal

is locally called Lungweichang which is

within the jurisdiction of Si-cheng District

(says the P. and T. Times). It is on

the bank of the inner river and is 7 li above

the town of Wanchachen and 3 li below

Faughan and a few li from Wuhu. Viceroy

Wei and Chang propose to have a railway

line built from this point to Nanjing and a

wide road to Wuhu. The entire enterprise

is said to require a sum of Tls. 5,000,000 at

least.

Blackened Dickens' Eye.

There is living in Louisville, Ky., Josh

Hutchinson, a negro,

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI.	Ballaarat.	About 2nd June.	Freight and Passage.
LONDON, &c.	Simla.	Noon, 4th June.	See Special Advertisement.
YAMA, Via SHAL MOU & KOBE (passing through the INLAND SEA).	Candia.	About 31st May.	Freight only.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 25, 1904.HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GIBRALTAR, PORTS in the LEVANT, PLOCE, SUEZ and RAILWAY PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

Calling at SINGAPORE, PENANG and COLOMBO.

S.S. *Frankfurt*, Capt. MADSEN, 31st May, 1904. Freight & Passengers.

FOR HAVRE, BREMEN AND HAMBURG.

Calling at SINGAPORE, PENANG and COLOMBO.

S.S. *Brandenburg*, Capt. FOMM, 14th June, 1904. Freight.

FOR HAVRE AND HAMBURG.

Calling at SINGAPORE, PENANG and COLOMBO.

S.S. *Polonia*, Capt. FOMM, 28th June, 1904. Freight.

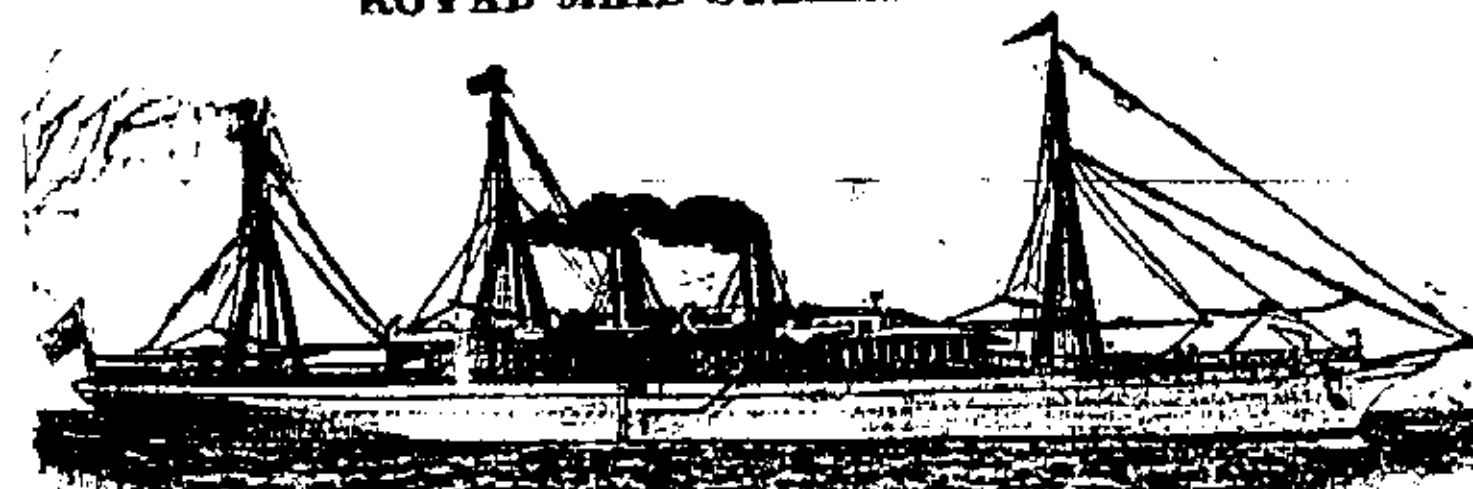
FOR HAVRE AND HAMBURG.

Calling at SINGAPORE and PENANG.

S.S. *Norddeutscher*, Capt. FOMM, 8th July, 1904. Freight.

FOR HAVRE AND HAMBURG.

Calling at SINGAPORE, PENANG and COLOMBO.

S.S. *Prinz Heinrich*, Capt. FOMM, 26th July, 1904. Freight.For further particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—FURNISHING
Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)
R.M.S. *EMPEROR OF CHINA* 6000 Tons..... WEDNESDAY, June 1, 1904.
R.M.S. *EMPEROR OF INDIA* 6000 Tons..... WEDNESDAY, June 22.
R.M.S. *EMPEROR OF JAPAN* 6000 Tons..... WEDNESDAY, July 13.
R.M.S. *ATHENIAN* 3882 Tons..... WEDNESDAY, July 20.
R.M.S. *EMPEROR OF CHINA* 6000 Tons..... WEDNESDAY, Aug. 3.

THE magnificent 'EMPEROR' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
FEDER STREET,
Hongkong, May 21, 1904.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOU, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL ON.

ARAGONIA 5198 SCHULTZ June 14, 1904.

NUMANTIA 4370 July 14, 1904.

MIOEMEDIA 4370 WAGNER August 14, 1904.

ARABIA 4483 BAILE Sept. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, May 2, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

STEAMERS LEAVING

TAMUI, Via SWATOW

AND AMOY, Capt. T. BRANDT, SUNDAY, 29th

ANPING, Via SWATOW

AND AMOY, Capt. H. KALF, WEDNESDAY,

TAMUI, Via SWATOW

AND AMOY, Capt. H. A. HARALDSEN, SUNDAY, 5th

FOOCHOW, Via SWATOW

AND AMOY, Capt. A. HANSEN, WEDNESDAY,

ON account of the present state of political affairs, all the Company's new Steamers have been chartered for Transport Service, and the above-named chartered Steamers have been at once intended for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 5, Des Vieux Road Central.

T. ARIMA, Manager.

Hongkong, May 25, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL	DOE
GLASGOW AND LIVERPOOL	YANTZEE	28th	May.
GLASGOW AND LIVERPOOL	DIOMED	3rd	June.
GLASGOW AND LIVERPOOL	NESTOR	11th	June.
GLASGOW AND LIVERPOOL	STENTOR	13th	June.
GLASGOW AND LIVERPOOL	KINTUCK	17th	June.
GLASGOW AND LIVERPOOL	KEENUN	25th	June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	DEUCALION	7th
* GENOA, MARSEILLES & LIVERPOOL	TEENAL	20th
LONDON & ANTWERP	YANTZEE	21st
LONDON & ANTWERP	KINTUCK	5th
LONDON & ANTWERP	KEENUN	19th
* GENOA, MARSEILLES & LIVERPOOL	KEENUN	25th

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via N.K. KOBE & YOKOHAMA.	STENTOR	15th

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 20, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	TAMING	1st
CEBU AND ILOILO	KAIPOW	1st
SHANGHAI	FOOCHOW	2nd
THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	4th
SWATOW, CHEFOO and TIENTSIN	CHILL	4th

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze & Northern-China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, May 26, 1904.

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SINGAPORE AND SOUTHAMPTON TO LAND

PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates. 1904.

OLDENBURG SATURDAY, 4th June.

SAACHSEN WEDNESDAY, 8th June.

ZIETEN WEDNESDAY, 22nd June.

SEYDLITZ WEDNESDAY, 29th July.

PRUSSEN WEDNESDAY, 20th Aug.

PRINZ REGENT LUITPOLD WEDNESDAY, 17th Aug.

PRINZ HEINRICH WEDNESDAY, 31st Aug.

GNEISENAU WEDNESDAY, 14th Sept.

BAYERN WEDNESDAY, 28th Sept.

ON SATURDAY, the 4th of June, 1904, at Noon, the Steamship

OLDENBURG, Captain R. Triviziani, with MALES, PASSENGERS, SPECIE,

and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Thursday, the 2nd June. Cargo

and Specie will be received on Board until 5 p.m., on Friday, the 3rd June,

and Parcels will be received at the Agency's Office until Noon, on Friday, the 3rd

June.

Contents of Packages are required. No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Met Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardses.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOU, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. To Sail.

SEAWMUT 2606 W. M. Smith May 28.

TREMONT 2606 T. W. Garlick June 28.

TREMONT 4417 G. V. Williams August 4.

TREMONT 2606 W. M. Smith September 1.

TREMONT 2606 T. W. Garlick October 1.

* Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 4608 tons Capt. T. W. Garlick About 8th June.

S.S. SEAWMUT 4608 tons Capt. W. M. Smith About 12th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE—ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Seawmut and Tremont have just been fitted with very superior

Accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry.

dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co. Limited.

QUEEN'S BUILDINGS,
Hongkong, May 25, 1904.

Shipping.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steam-
ers between Hongkong and Manila—Saloon amidships—
Electric Light—Perfect Cuisine—Surgeon and
Stewardses carried.—All the most up-to-date arrange-
ments for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
RUBI	2540	R. W. Almond	Manila Direct	May 28, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	June 4, at 10 a.m.
PERLA	1980	A. H. Noley		

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, May 21, 1904.

INDO-CHINA TEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

YUEN-SANG,

Captain P. H. ROLY, will be despatched

as above on MONDAY, the 30th inst., at

4 p.m.

This Steamer has superior Accommoda-
tion for First-class Passengers, and is fitted

throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, May 26, 1904.

INDO-CHINA TEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

KUM-SANG,

Captain BULLER, will be despatched as

above on TUESDAY, the 31st inst., at

3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, May 25, 1904.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.
Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.THE Steamship SIMLA, Captain F.
R. STURGES, carrying His Ma-
jesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the

4th June, at Noon, taking Passengers and

Cargo for the above Ports.

Silk and Valuables, all Cargo for France

and Tea for London (under arrangements)

will be transhipped at Colombo into a

steamer proceeding direct to Marseilles and

London; other cargo for London, &c., will

be conveyed via Bombay.

Parcels will be received at this Office

until 4 p.m. the day before sailing. The

contents and value of all packages are

required.

Shippers are particularly requested to

note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, May 21, 1904.

STEAMSHIP SERVICE TO NEW

YORK, via SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship

SENECA,

will be despatched on or about WEDNES-
DAY, the 16th of June, 1904. Steamship

SOHUYKILL, on or about FRIDAY, the

1st July, 1904.

For Freight or further information,

Apply to

STANDARD OIL COMPANY,
OF NEW YORK,

Oriental Freight Department.

Hongkong, May 21, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamers

KOWHONG OHOW.

1,300 tons. Captain J. P. MARTIN.

KWONG TUNG.

1,238 tons. Captain H. W. WALKER.

Leave HONGKONG for CANTON at 8.30

Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about

5 o'clock Every Evening (Sunday ex-
cepted).These fine new Steamers have unex-
celled accommodation for First Class

Passengers and are lit throughout by

Electricity.

Passage Fare—Single Journey...\$4.00

Meals \$1.00 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD.

AND

YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST,
Hongkong, February 18, 1904.

313

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY

SERVICE.

THE Commodious Steamer

PAUL BEAU.

Captain FRANKLIN, leaves Hongkong for

Canton at 9 a.m. on SUNDAYS, TUES-

DAYS and THURSDAYS, returning to

Hongkong the following DAYS, leaving

Canton at 5 p.m., taking Passengers and

Cargo as usual.

The S.S. CHARLES HARDUIN

